

Lust for Speed at Last Should Be Satisfied This Afternoon

Speed Stars Ready For Word to Start

Twenty Drivers Will Line Up at Noon To-day for 350-Mile Race.

MULFORD MAKES A NEW COURSE RECORD

Shows Best Time of All in Supplementary Trials Over Great Automobile Speedway.

The Astor Cup race will be held over the Sheepshead Bay Motor Speedway at noon to-day. After a week of indulging his capricious spirit the weather man has promised smiling skies and cool, breezy weather. Under these conditions it is safe to predict that a hundred thousand, and possibly more, worshippers at the altar of the speed gods will watch twenty drivers hurl their cars over the 350-mile course in a mad dash for the cup offered by Vincent Astor, each prize amounting to \$50,000 and the glory that attends victory.

This race was originally scheduled for last Saturday, but rain prevented. Indeed, a week of unsettled weather caused many anxious moments, but the rain finally ceased, and all is in readiness for the greatest event of its kind ever held in this section of the country and over one of the fastest race courses in the world to-day.

Half a dozen drivers qualified their cars in the supplementary speed trials held over the course yesterday afternoon, bringing the total number of entries up to twenty. Juan Porporato attempted to get in with his F. R. P., but the same hoodoo which camped close on his trail all week pursued him yesterday and he failed. Earl Devor, however, the Baby Peugeot in the qualifying rounds in 1:16.45, at a rate of sixty-four miles an hour, but failed to win his place on the line. Under the conditions of the race to more than five cars of any individual make are permitted to start, and since five other Peugeot automobiles in faster time Devor will be forced to join the unlucky Porporato in the ranks of the spectators.

Ralph Mulford, whose new Peugeot arrived at the course yesterday morning, smashed all records for the track in his qualifying round. He hurried his car around the course in the phenomenal time of 1:03.35, which is slightly faster than 110 miles an hour. This was miles and miles faster than any of the other cars which qualified. Mulford, however, will start in the rear of the pack under the conditions the men who qualified in the supplementary trials cannot start the men who qualified in the previous trials.

The other men who qualified yesterday were Eddie Pullen in a Maxwell, who circled the track in 1:13; or ninety-eight miles an hour; Carl Limberg, in a Delage, who made the mile in 1:16.77, at a rate of ninety-five miles an hour; Pete Henderson, in a Deussenberg, at ninety-three miles an hour; Ralph De Palma, in a Stutz, at ninety-one miles an hour, and Tom Alley, who got his Green up to eighty-six miles an hour under the official timers.

The disappointment occasioned by the postponement of the race from last Saturday and the world's series has not detracted a whit from the interest in the race, and the greatest crowd that has ever gathered together in one enclosure in the East will be in attendance. The thrills afforded by the interplay of men fighting with death at dawn, blinding speed are not to be had every day. And even greater interest is added in that the men who will speed for gold and glory when the sun crosses the meridian at noon to-day are Americans, with few exceptions.

It is, indeed, the first time in the history of a race of such importance that American drivers may have the chance to fight it out among themselves.

DIRECT TO GATES OF WORLD'S SERIES

in Philadelphia New Jersey Central Trains

at 9:50, 10:50, 11:50 A. M. from West 23rd St. Terminal, 10 and 11 A. M. and 12 Noon from Liberty St. Terminal.

Make special stops at Huntington St. Station, immediately adjoining the Philadelphia National League Park. On October 9th and on dates of postponed or tied games.

1 Hour 52 Minutes Liberty Street to the Ball Grounds

Dining Cars on 10:50-11:00 A. M. and 11:50-12:00 Noon Trains.

Other Trains Every Hour from 10:50 to 11:50 P. M. (ten minutes of the hour from West 23rd St.) 7:00 A. M. to 10:00 P. M.

Special Return Service Leave Huntington St. for New York 4:07, 5:07 and 6:07 P. M.

Other Cars on all Trains

Special Return Service Leave Huntington St. for New York 4:07, 5:07 and 6:07 P. M.

STARTERS IN THE ASTOR CUP RACE.

No. Driver and car.	Time, per hour.
1-Dario Resta, Peugeot.	1:08.20
2-Johnny Alton, Peugeot.	1:08.45
4-Johnny Alton, Peugeot.	1:09.70
5-Gil Anderson, Stutz.	1:10.84
6-Tom Rooney, Stutz.	1:10.93
7-Henry Wilcox, Peugeot.	1:11.00
8-Johnny Alton, Peugeot.	1:11.25
9-Earl Cooper, Stutz.	1:11.30
10-E. O'Donnell, Deussenberg.	1:12.00
11-Joe Vail, Mulford Special.	1:16.30
12-Jack Le Cole, Push Special.	1:16.35
13-Jack Le Cole, Push Special.	1:17.44
14-Dickie, Buick.	1:17.45
15-Willie Haupt, Deussenberg.	1:20.05
16-Jack Le Cole, Push Special.	1:20.05
17-Jack Le Cole, Push Special.	1:20.05
18-Jack Le Cole, Push Special.	1:20.05
19-Jack Le Cole, Push Special.	1:20.05
20-Jack Le Cole, Push Special.	1:20.05

The following drivers qualified in the supplementary trials yesterday afternoon. There is no way of securing their probable numbers.

No. Driver and car.	Time, per hour.
Ralph Mulford, Peugeot.	1:03.35
Eddie Pullen, Maxwell.	1:13.00
Carl Limberg, Delage.	1:16.77
Pete Henderson, Deussenberg.	1:16.77
Ralph De Palma, Stutz.	1:16.77
Tom Alley, Green.	1:20.05

adoption. And so it may happen that a Yankee driver may win the glory of smashing all existing speed records. In the old days of automobile racing in this vicinity, when the Vanderbilt Cup was run over the roads of Long Island, and the enthusiasts of the Briarcliff Manor road race, an average speed of 75 miles an hour was a thing to be dreamed of and spoken of in whispers.

The late and lamented Harry Grant won the Vanderbilt Cup race in 1903 at an average speed of 63 miles an hour. Such crawling would have failed to qualify him for this race. Yet here will be presented the spectacle of twenty cars hurtling through space at a rate of 90 and more miles an hour, with the probabilities pointing to the winner maintaining an average speed of close to 100 miles an hour.

The trophy from the race takes its name from the gift of Vincent Astor, who has always taken the keenest interest in motor racing. It is destined to take its place among the famous trophies of this country. The cup is a reproduction of a classic Grecian bowl, bearing the inscription "Astor Cup Race" in raised letters, with decorations of laurel and oak leaves. The cup is 24 1/2 inches in circumference and 20 inches in height. Under the 20 inches is inscribed in the center of the trophy the name of the winner. The trophy will be run for five successive years over the Sheepshead Bay Motor Speedway.

After five annual competitions the cup will go to the entrant having the highest average speed for the entire year. These points will be awarded under the following stipulations: Twenty points for first position, 15 for second, 12 for third, 10 for fourth, 8 for fifth, 7 for sixth, 6 for seventh, 5 for eighth, 4 for ninth and 3 for tenth. In case of a tie for the permanent possession of the trophy, its disposition will be determined by a series of three 100-mile races on the Speedway. Each race must be run for five successive years over the Sheepshead Bay Motor Speedway.

Not less than five different makes of cars can constitute an annual competition for the trophy. The Speedway Corporation has the power to determine the qualification of competing cars. The permanent possession of the trophy will begin one year after the date of the final competition in case the permanent winner is not an entrant for the trophy the fifth year of competition.

In case any one entrant should obtain sufficient points to insure his permanent possession of the trophy, the fifth will take place in due course.

HOW TO REACH THE SPEEDWAY FOR RACE

Three Routes Open to Those Who Drive Their Own Cars.

Beginning at 9 o'clock this morning express cars will run to the Sheepshead Bay Motor Speedway to the race for the Astor Cup, on the Brooklyn elevated road direct from Brooklyn Bridge. Connection from other lines is made at the Brooklyn Bridge station. It is also possible to reach the track by trolley via the Ocean Avenue line, which runs direct to the course. Many of the trolley lines in Brooklyn connect with the Ocean Avenue line.

Those who go to the track from Manhattan by motor car have the option of using either the Brooklyn, Manhattan or Williamsburg bridges.

Those who use the Manhattan Bridge should follow Flatbush Avenue to Fourth Avenue, to Berkeley Street, then turning left on Berkeley Street, and follow the park and follow Ocean Avenue to the Speedway.

Those who use the Williamsburg Bridge should turn right at the eastern end to Driggs Street, and again right on Division Street, and follow Ocean Avenue to the Speedway. The latter may be followed to Robinson Street, which is the lower side of Prospect Park where turn right on Robinson Street and follow the same into Parkside Avenue as far as Ocean Avenue, where turn left and follow Ocean Avenue to the Speedway.

Those who use the Williamsburg Bridge should turn right at the eastern end to Driggs Street, and again right on Division Street, and follow Ocean Avenue to the Speedway. The latter may be followed to Robinson Street, which is the lower side of Prospect Park where turn right on Robinson Street and follow the same into Parkside Avenue as far as Ocean Avenue, where turn left and follow Ocean Avenue to the Speedway.

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Why Golf Is Golf

I NEVER WAS SO BLUE IN MY LIFE— I'VE A NOTION TO TAKE A SHOT AT MYSELF AND END IT ALL.



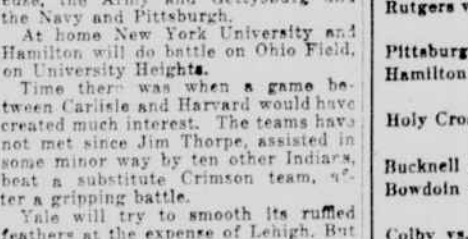
COME ON OUT AND TEACH ME YOUR GAME.



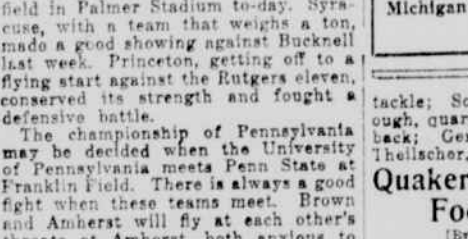
I'M NO GOOD TO NOBODY.



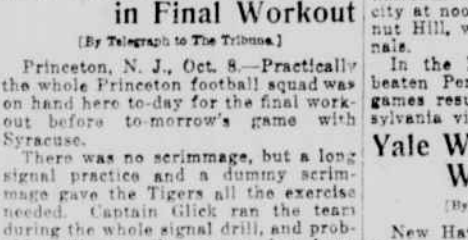
WELL, WHAT'D YOU KNOW 'BOUT THAT? I'VE GOT ME UP FOR MEMBERSHIP—SHIP WILL YA?



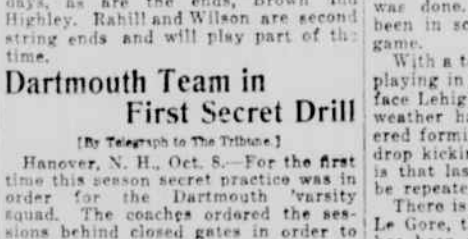
SAY, THAT'S AT LEAST 250 YARDS.



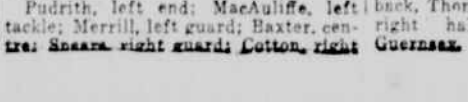
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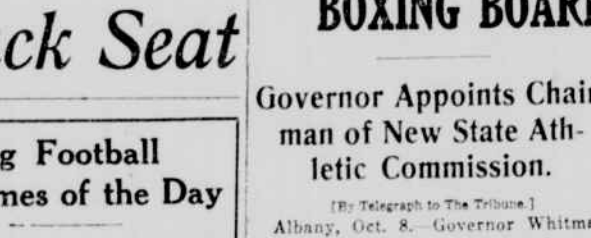
BUSINESS AND EVERYTHING ON THE 'BUM'—STOCKS GOING DOWN.



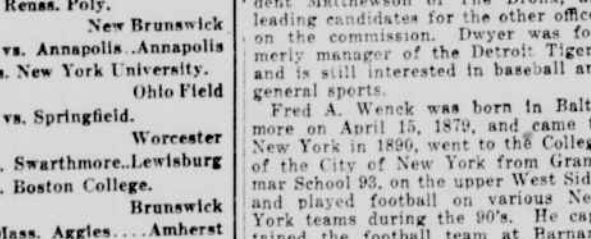
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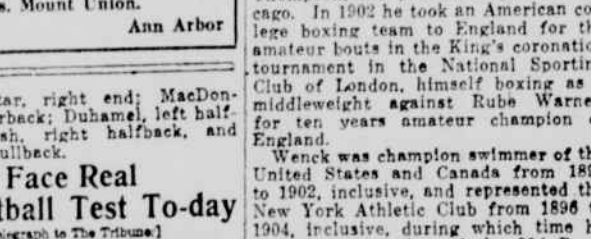
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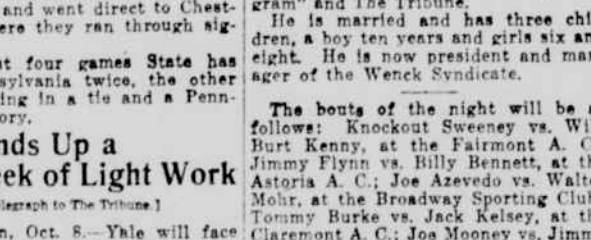
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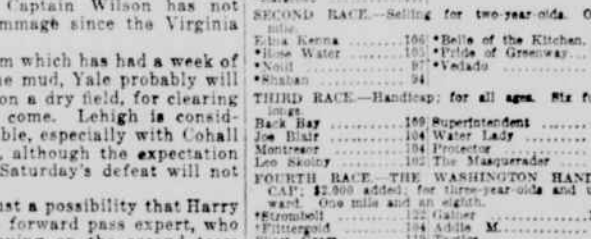
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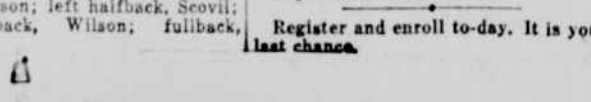
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Satisfied This Afternoon

By BRIGGS

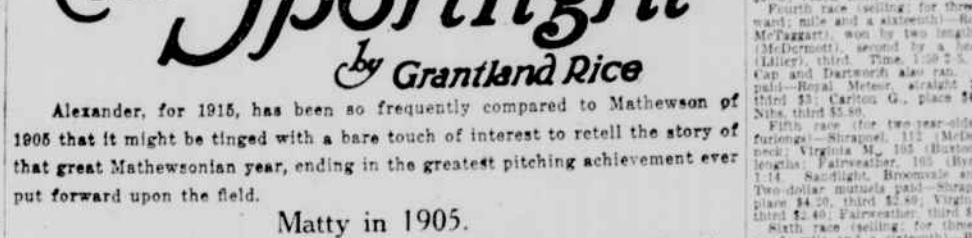
NO TICKETS TO THE WORLD'S SERIES EVEN.



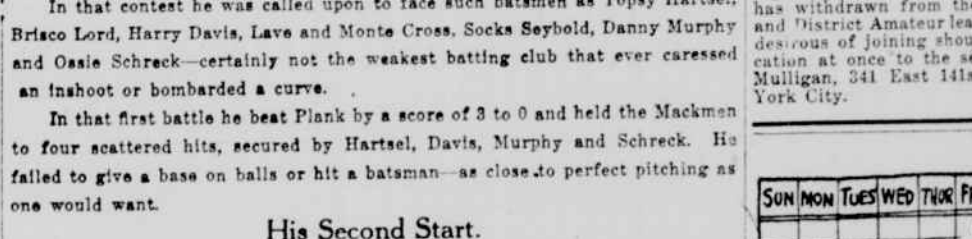
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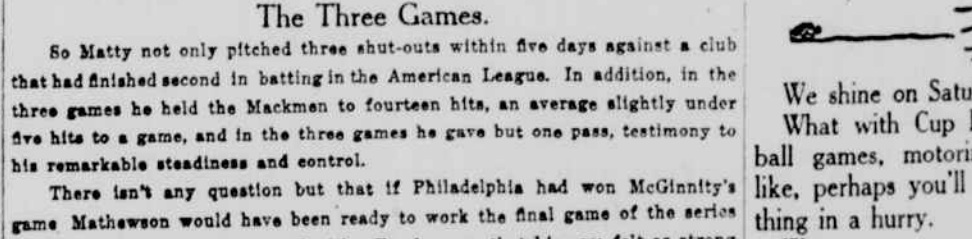
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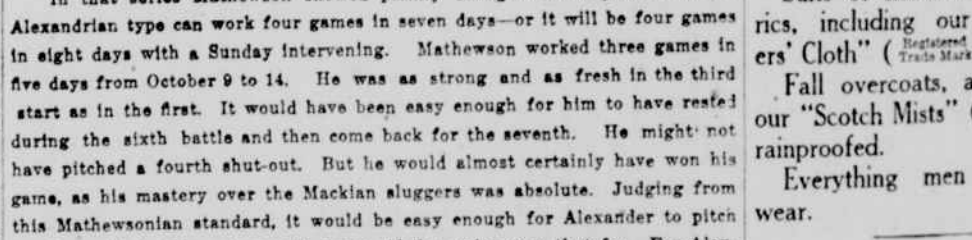
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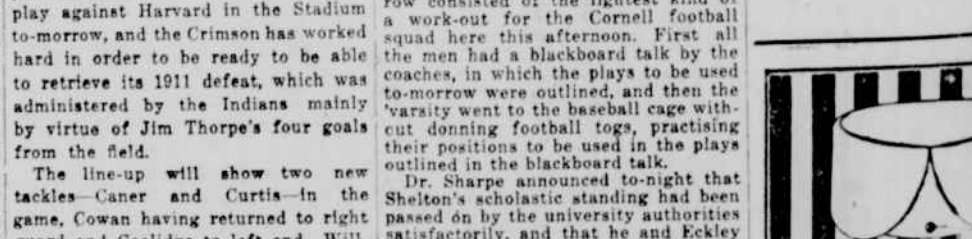
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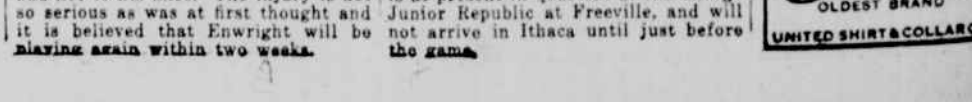
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SHRAPNEL BEATS VIRGINIA M. AT LAUREL TRACK

Heavy Going Brings About Much Scratching, but Racing Is Good.

(By Telegraph to The Tribune.)

Laurel, Md., Oct. 8.—C. W. Campbell's Shrapnel again defeated Frederick Johnston's good filly Virginia M. in a five and a half furlong affair for two-year-olds that resulted in the best finish of an off day of racing here to-day. The race was at the same distance and under the same weights as the pair carried when they met last week, and form was served, for Shrapnel won in about the same fashion as before.

The track was deep in sticky mud and scratches were numerous, but the sport, on the whole, was keen. Royal Meteor was another repeater when he scored in a mile and a sixteenth dash. In that race H. G. Bedwell's Luther, considered the contender, wheeled as the barrier rose and was left at the post.

Perigino, a two-year-old son of St. Vitrus—Perigino, sent from England by A. J. Joyner, reached Laurel to-day and was turned over to Albert Simons. John O. Talbott to-day purchased Slumber II and the two-year-old Vermont from L. S. Thompson.

The summaries follow:

First race (selling, for three-year-olds and upward, six furlongs)—Shrapnel, 108 (Bryant), won by three lengths; Luther, 102 (Hartel), second; Royal Meteor, 111 (Bryant), third. Time, 1:24.45. Second race (selling, for three-year-olds and upward, six furlongs)—Shrapnel, 108 (Bryant), won by three lengths; Luther, 102 (Hartel), second; Royal Meteor, 111 (Bryant), third. Time, 1:24.45. Third race (selling, for three-year-olds and upward, six furlongs)—Shrapnel, 108 (Bryant), won by three lengths; Luther, 102 (Hartel), second; Royal Meteor, 111 (Bryant), third. Time, 1:24.45. Fourth race (selling, for three-year-olds and upward, six furlongs)—Shrapnel, 108 (Bryant), won by three lengths; Luther, 102 (Hartel), second; Royal Meteor, 111 (Bryant), third. Time, 1:24.45. Fifth race (selling, for three-year-olds and upward, six furlongs)—Shrapnel, 108 (Bryant), won by three lengths; Luther, 102 (Hartel), second; Royal Meteor, 111 (Bryant), third. Time, 1:24.45. Sixth race (selling, for three-year-olds and upward, six furlongs)—Shrapnel, 108 (Bryant), won by three lengths; Luther, 102 (Hartel), second; Royal Meteor, 111 (Bryant), third. Time, 1:24.45. Seventh race (selling, for three-year-olds and upward, six furlongs)—Shrapnel, 108 (Bryant), won by three lengths; Luther, 102 (Hartel), second; Royal Meteor, 111 (Bryant), third. Time, 1:24.45. Eighth race (selling, for three-year-olds and upward, six furlongs)—Shrapnel, 108 (Bryant), won by three lengths; Luther, 102 (Hartel), second; Royal Meteor, 111 (Bryant), third. Time, 1:24.45. Ninth race (selling, for three-year-olds and upward, six furlongs)—Shrapnel, 108 (Bryant), won by three lengths; Luther, 102 (Hartel), second; Royal Meteor, 111 (Bryant), third. Time, 1:24.45. Tenth race (selling, for three-year-olds and upward, six furlongs)—Shrapnel, 108 (Bryant), won by three lengths; Luther, 102 (Hartel), second; Royal Meteor, 111 (Bryant), third. Time, 1:24.45.

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